



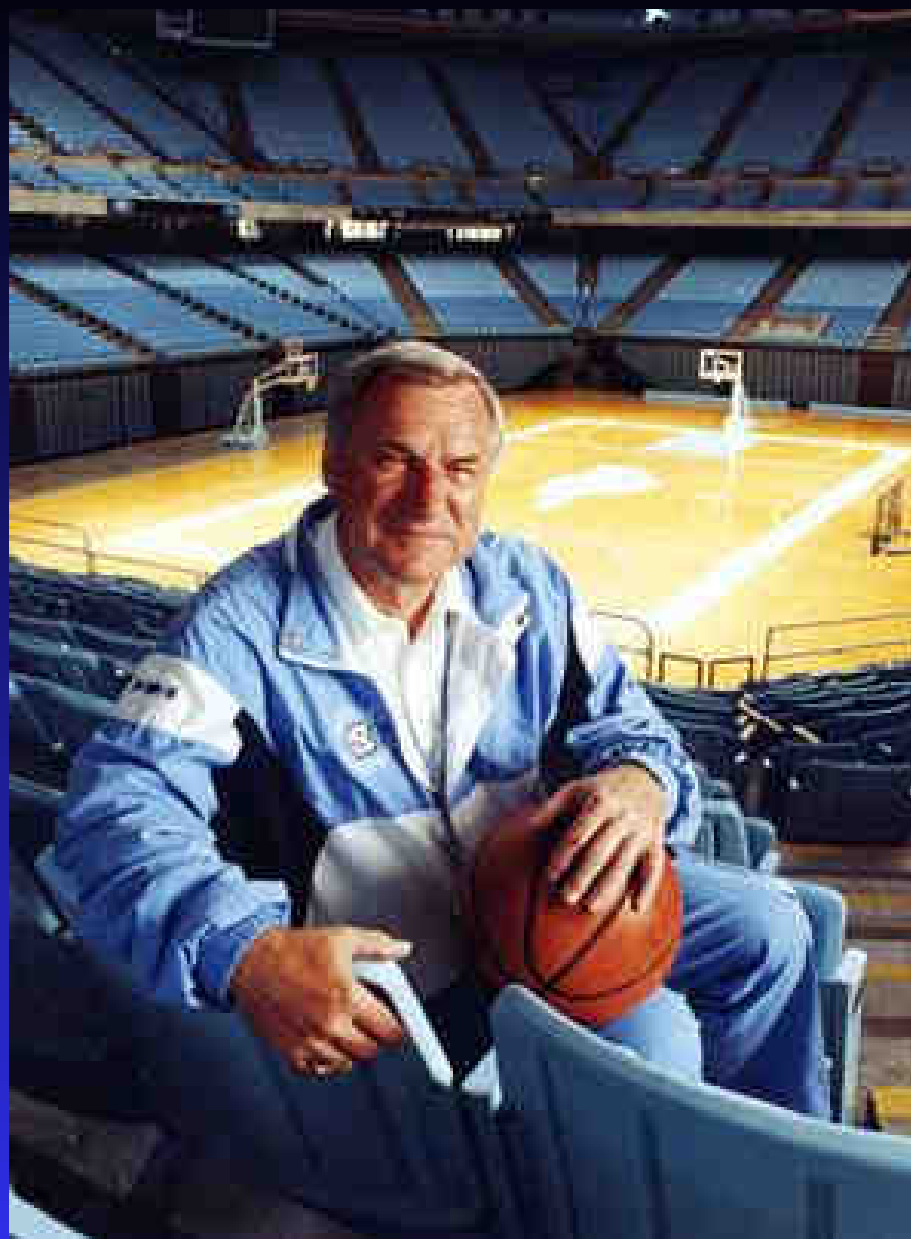
~~The Good, the Bad and the Ugly~~



James H. Dunlop
Congestion Management Engineer
24 August 2006









ROCK103.COM

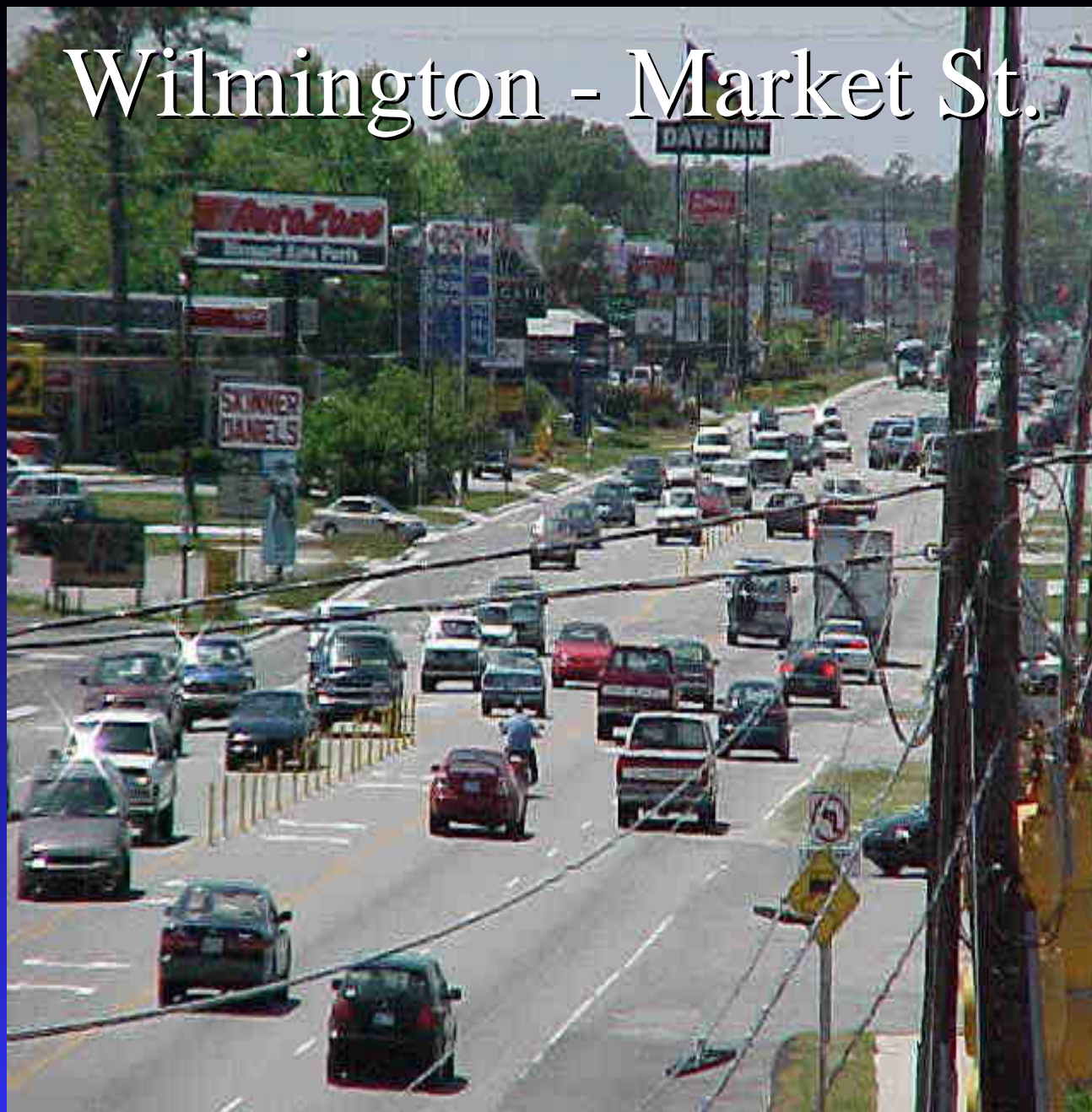


Indiscriminate roadside development and unregulated access connections can result in decreased highway capacity, driver and pedestrian confusion, and increased safety hazards.

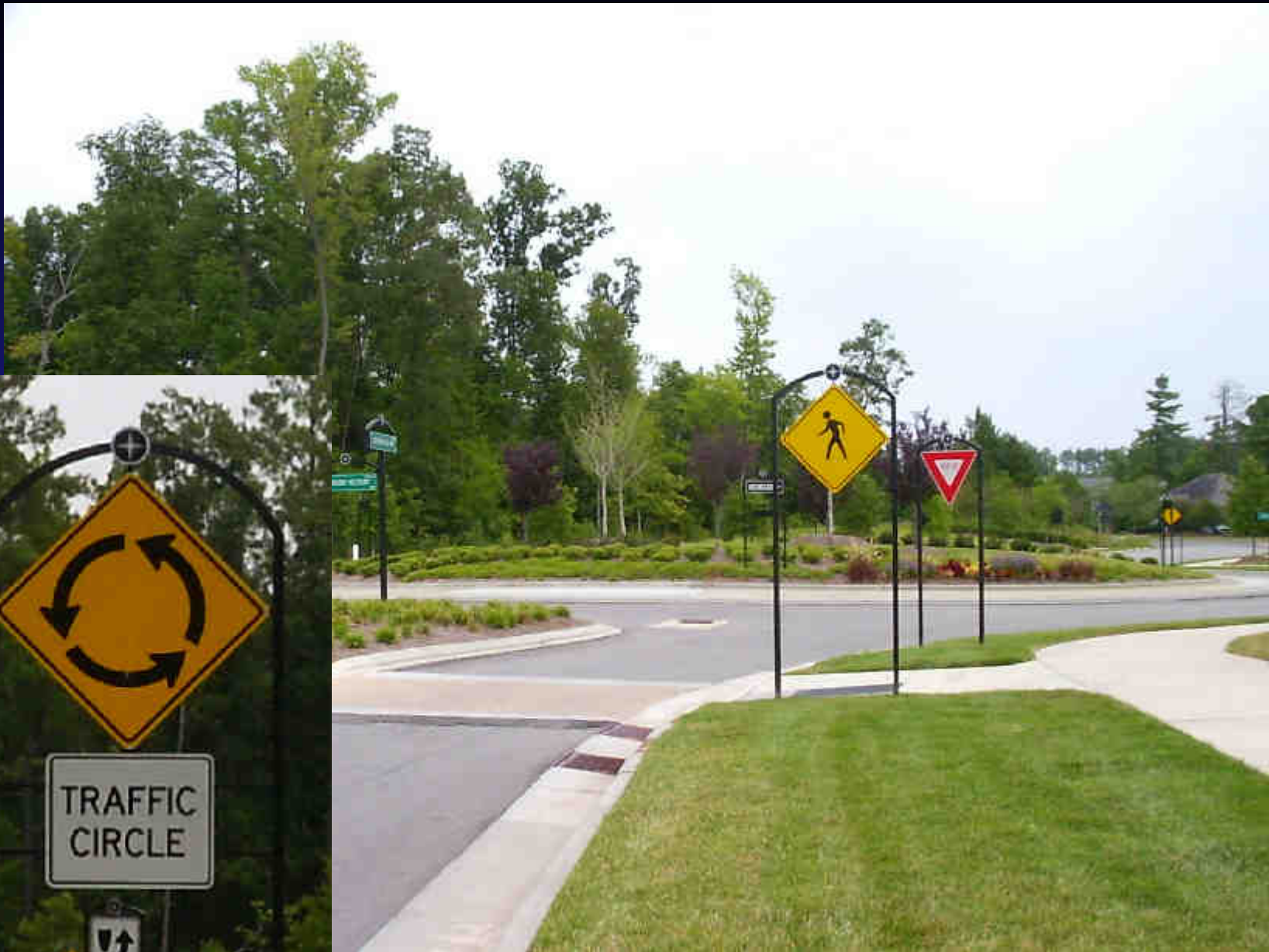
During 2000, there were over 15,500 driveway-related crashes in North Carolina resulting in over 110 fatalities. Associated costs to citizens exceeded \$800 million.



Wilmington - Market St.

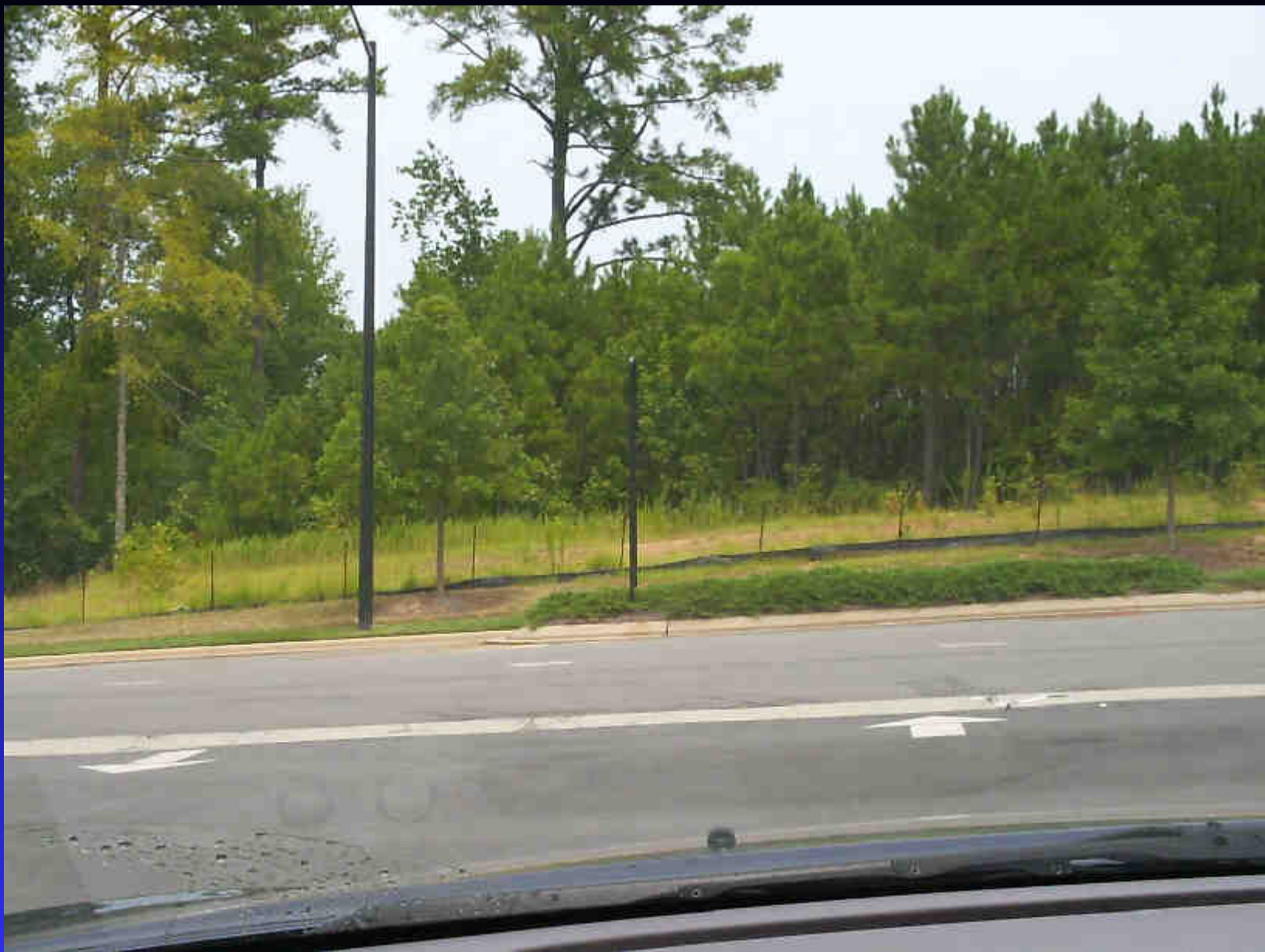








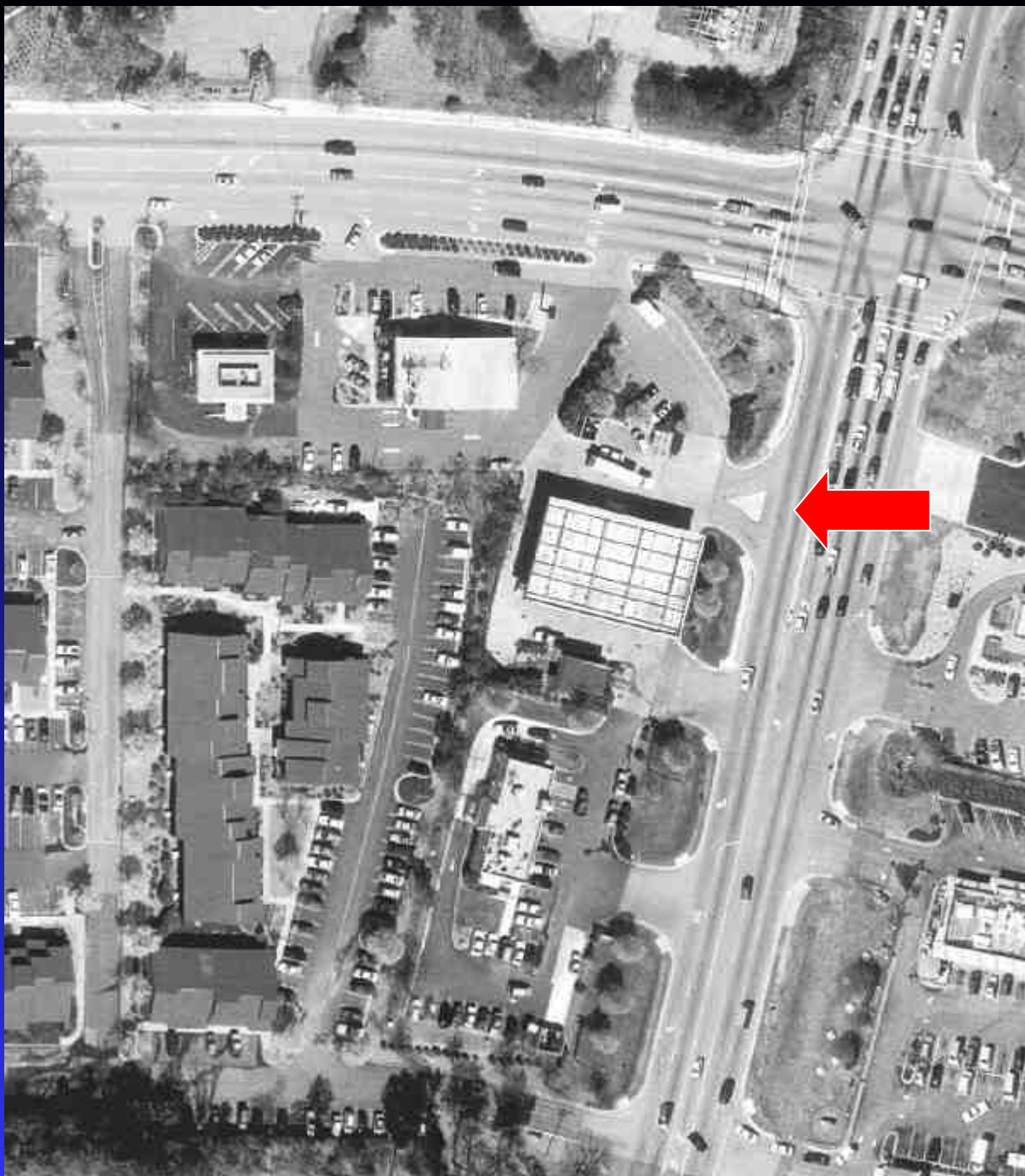












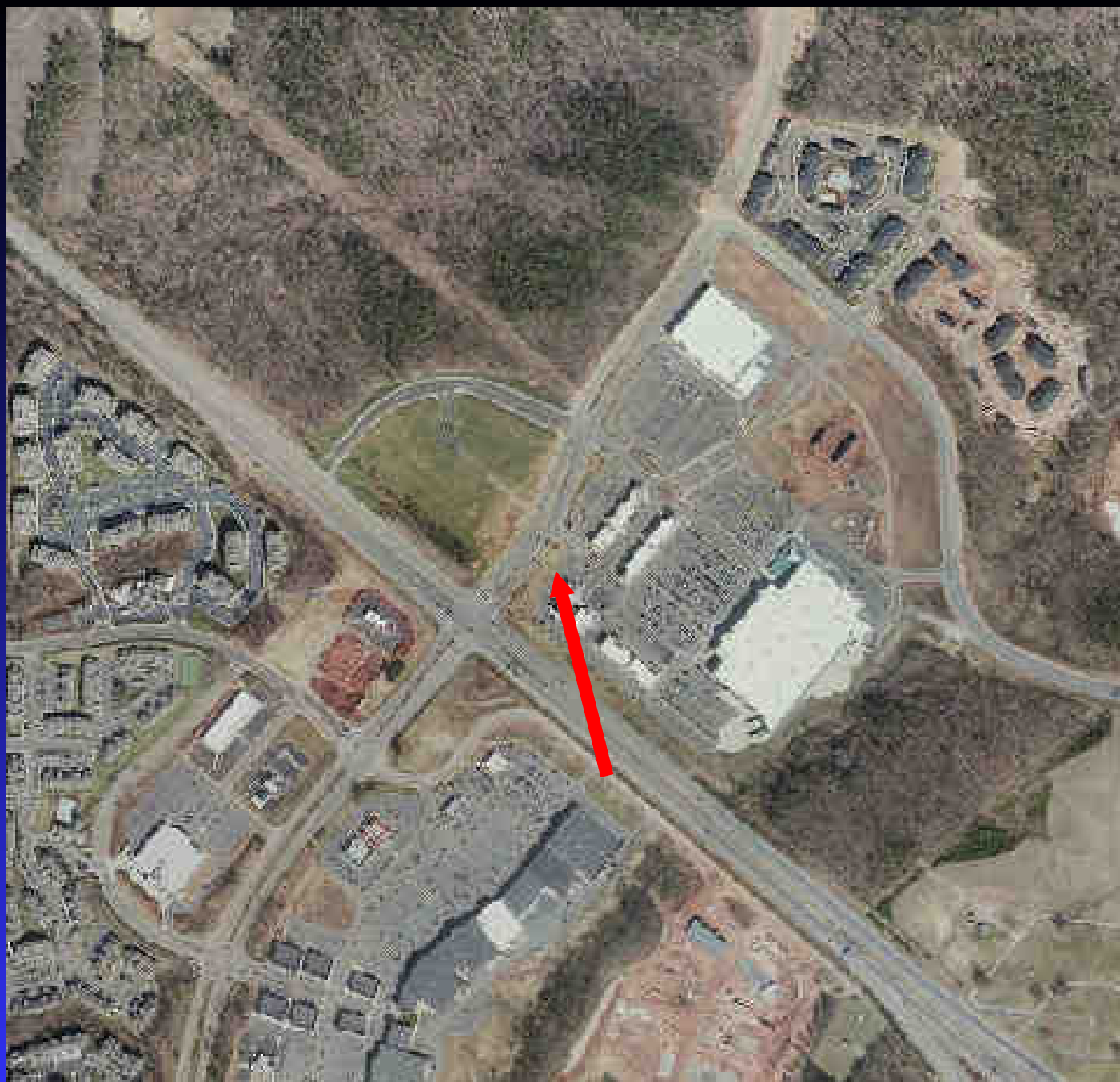


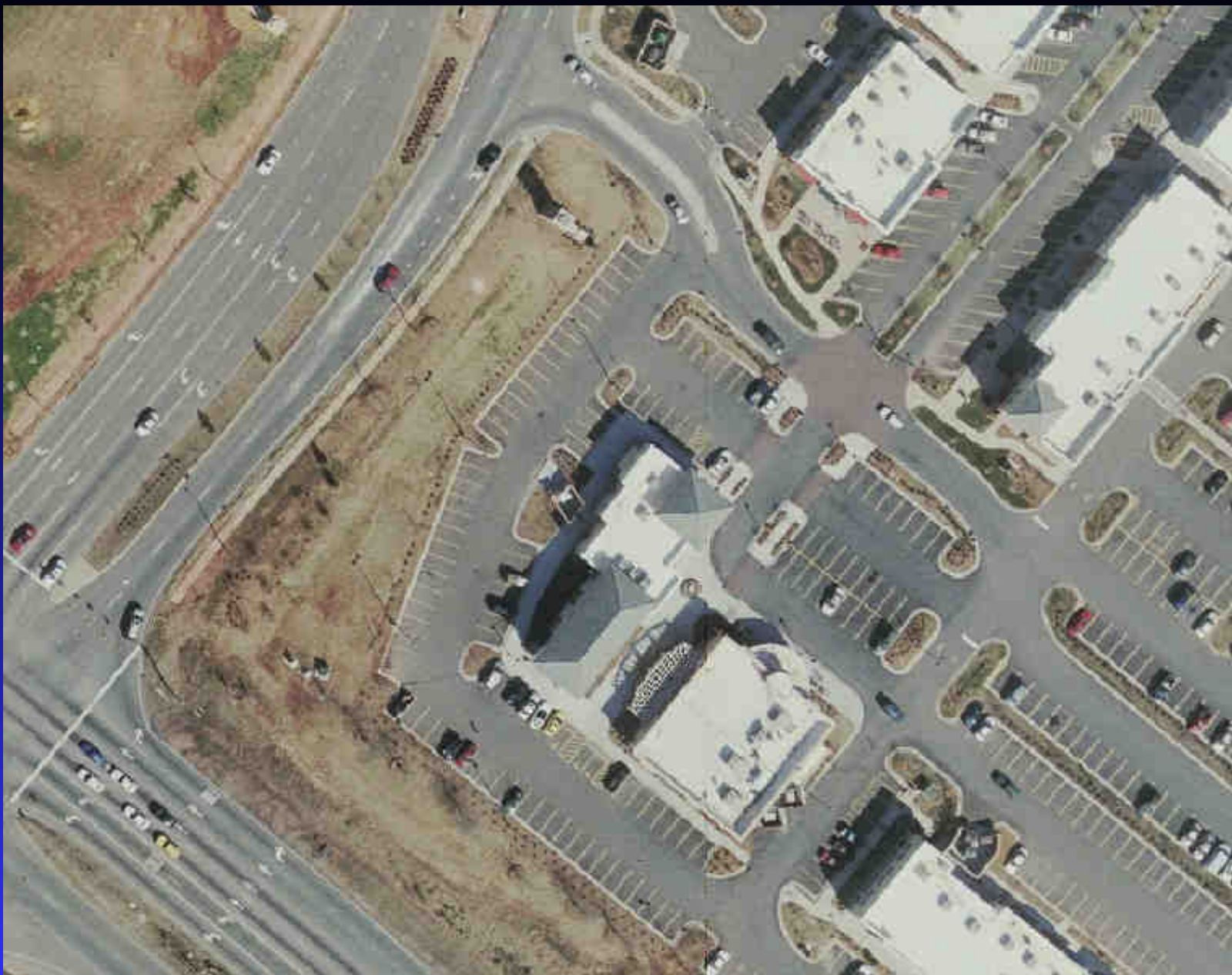
Jury sides with landowner

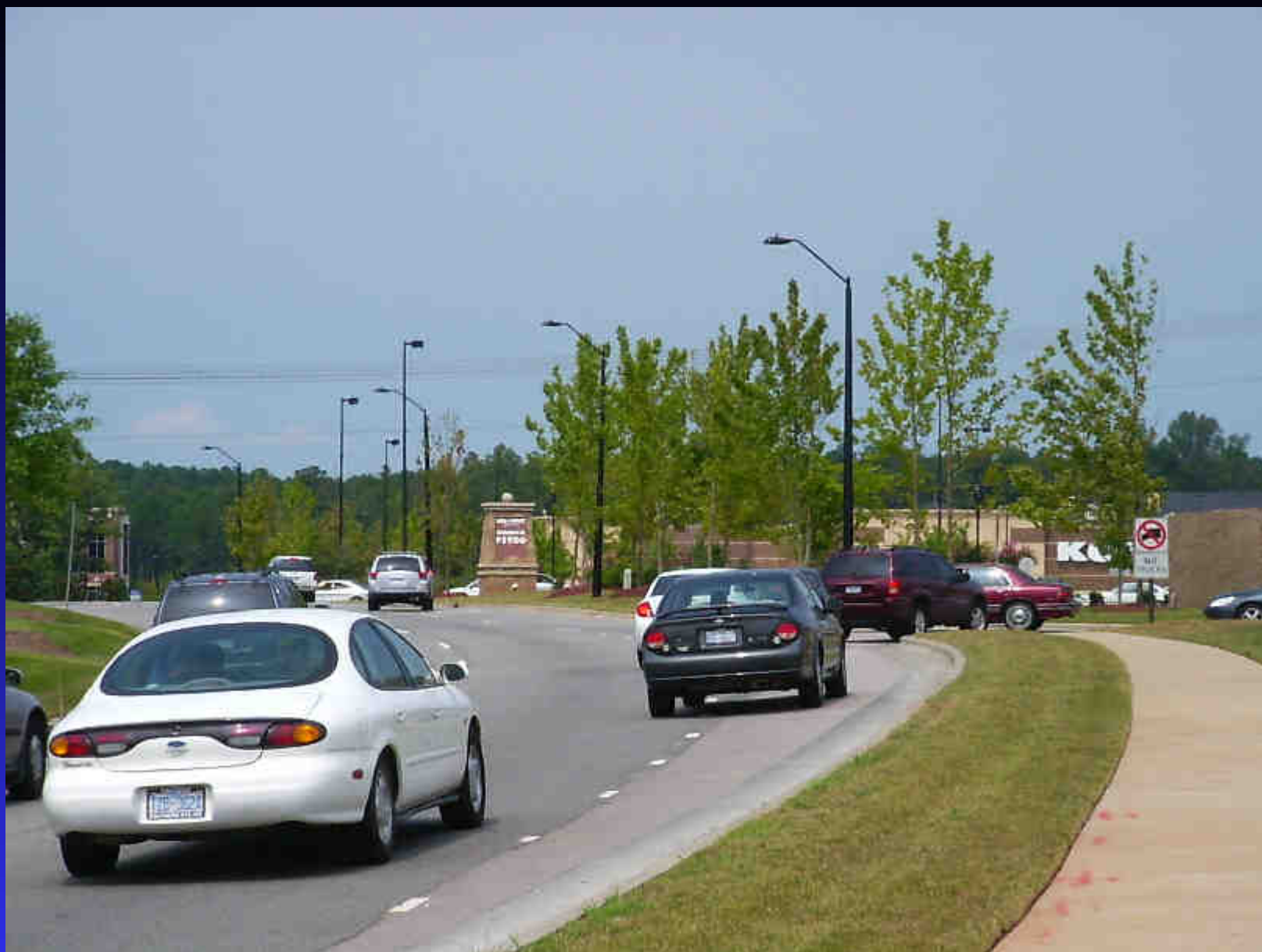
jury awarded \$995,000
66 times what the state was offering

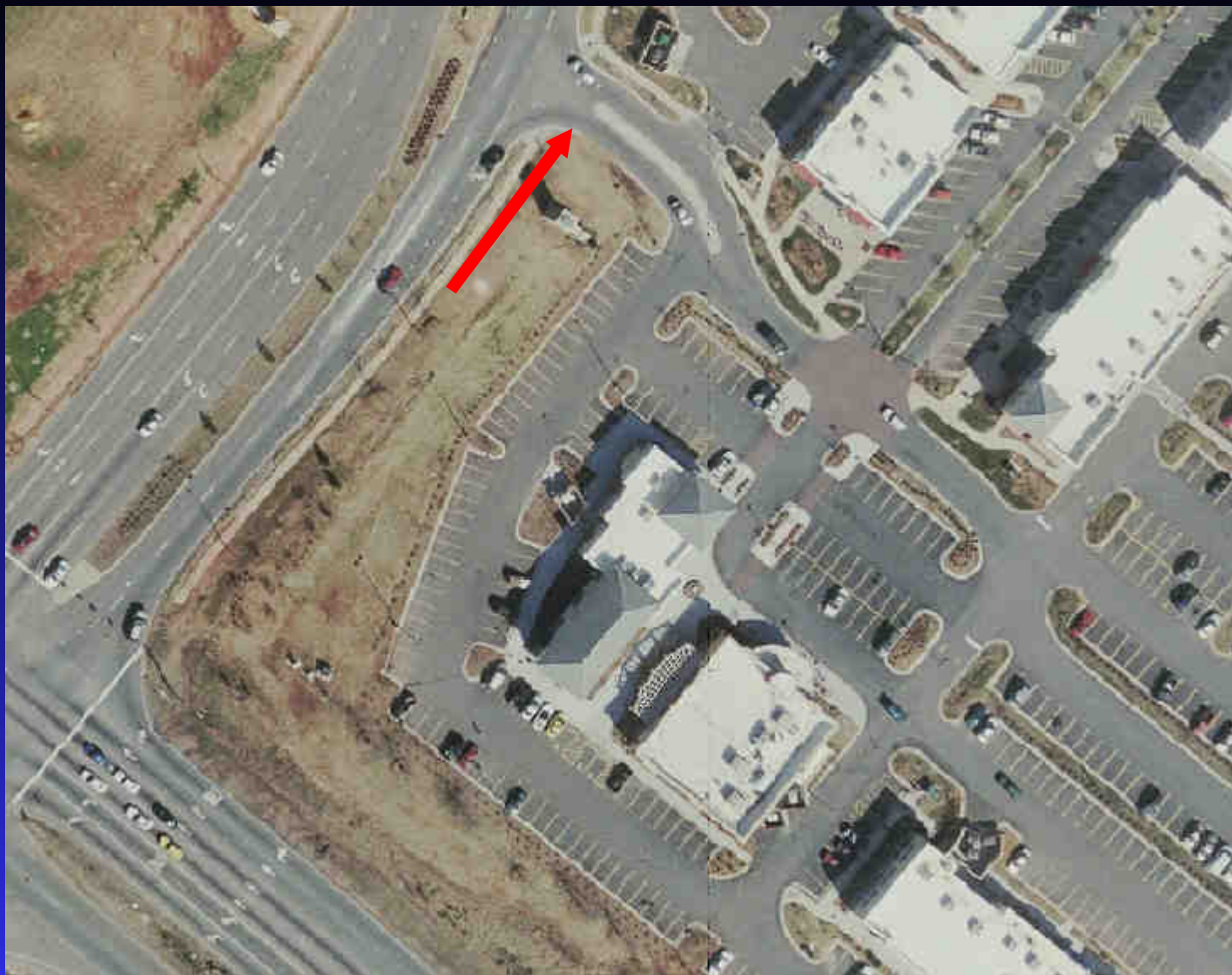


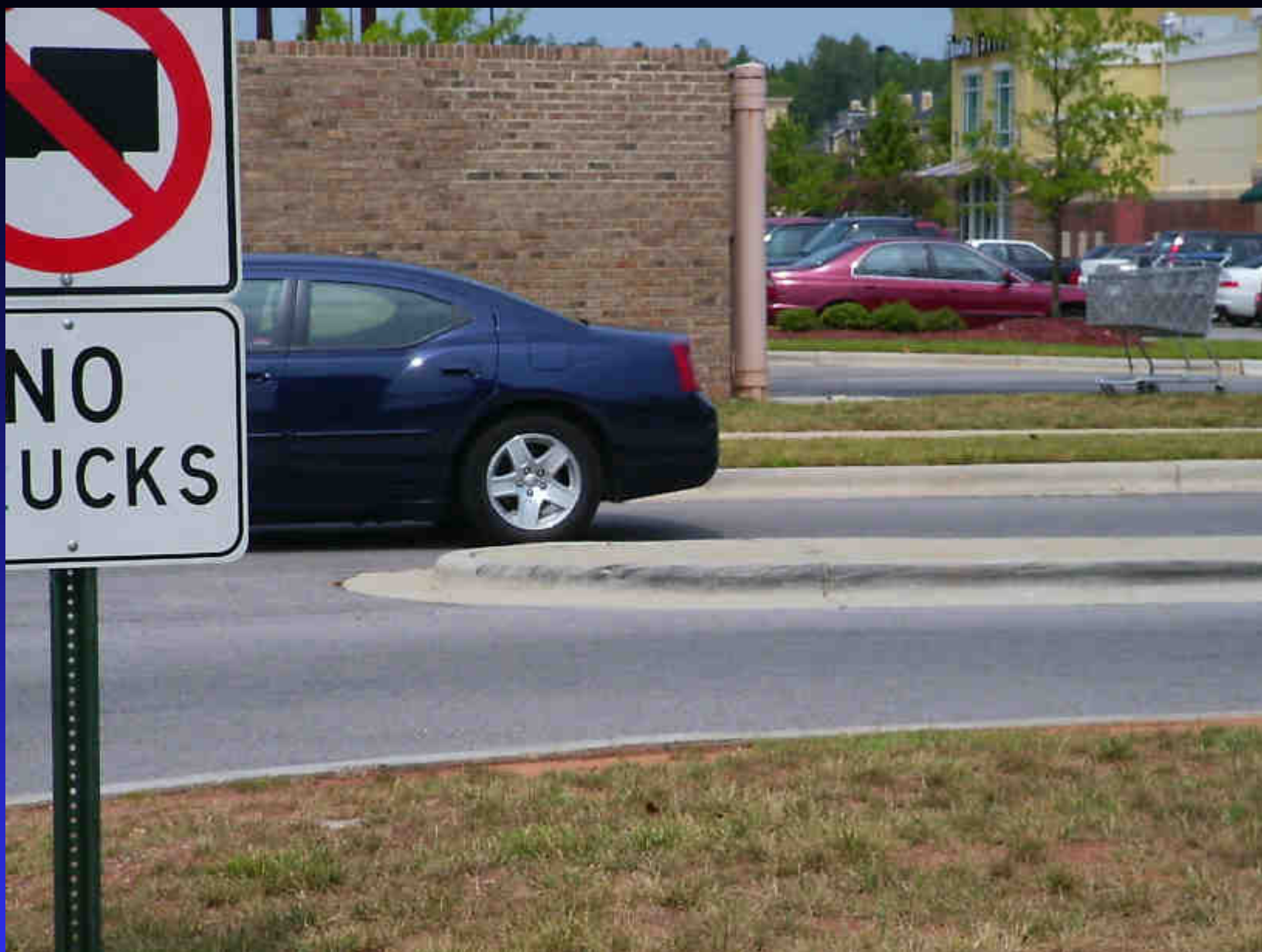
3,500 square feet construction easement



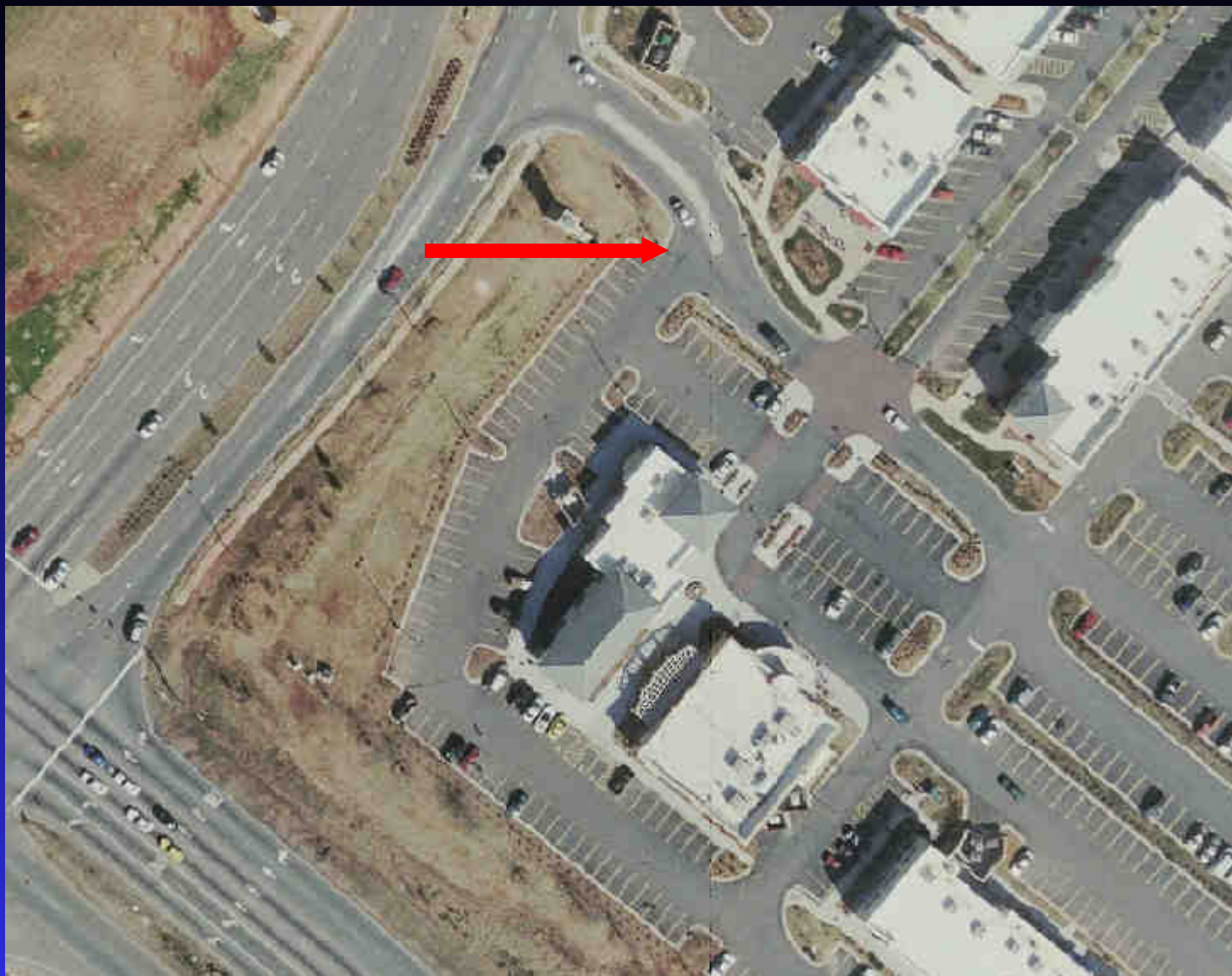




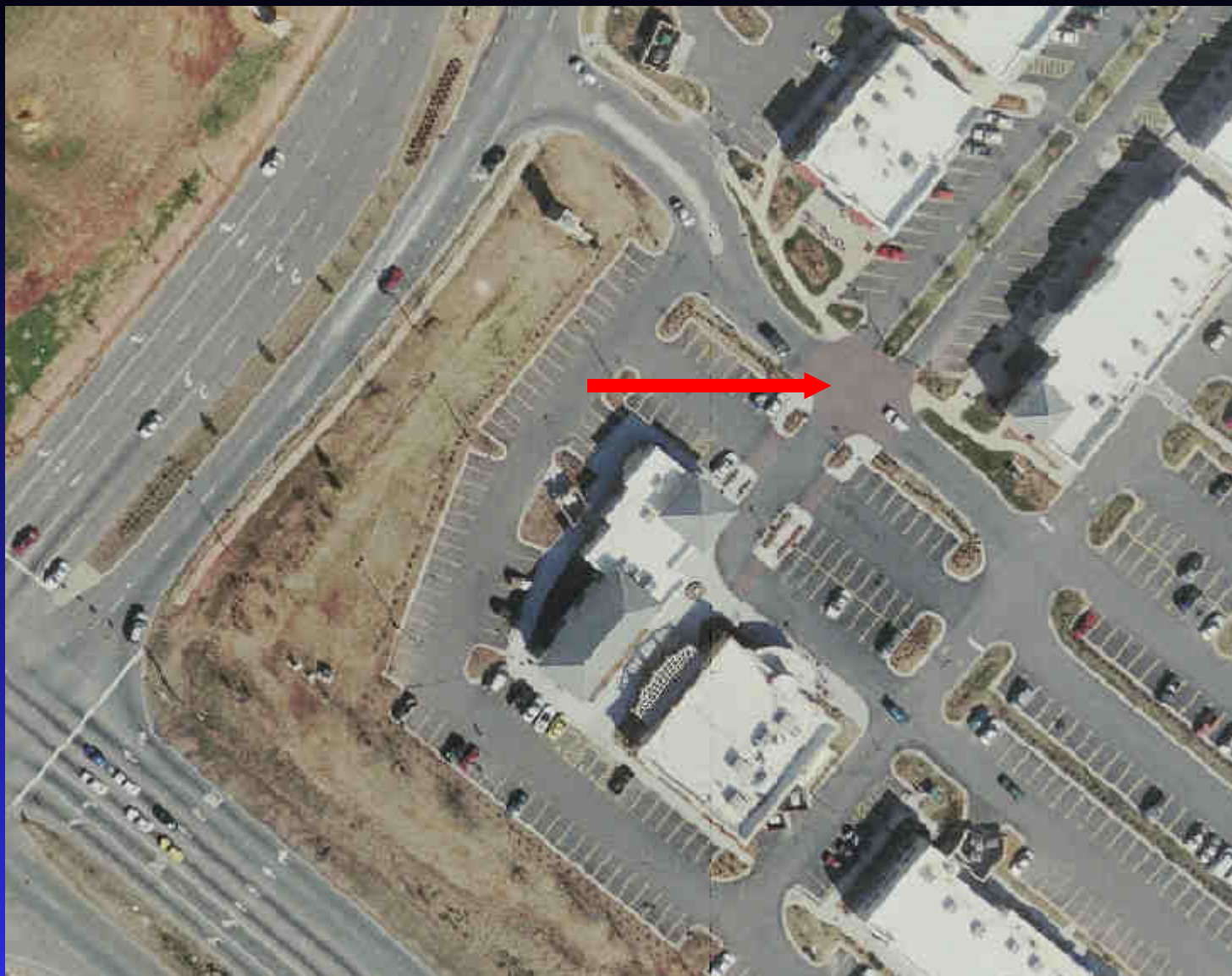
















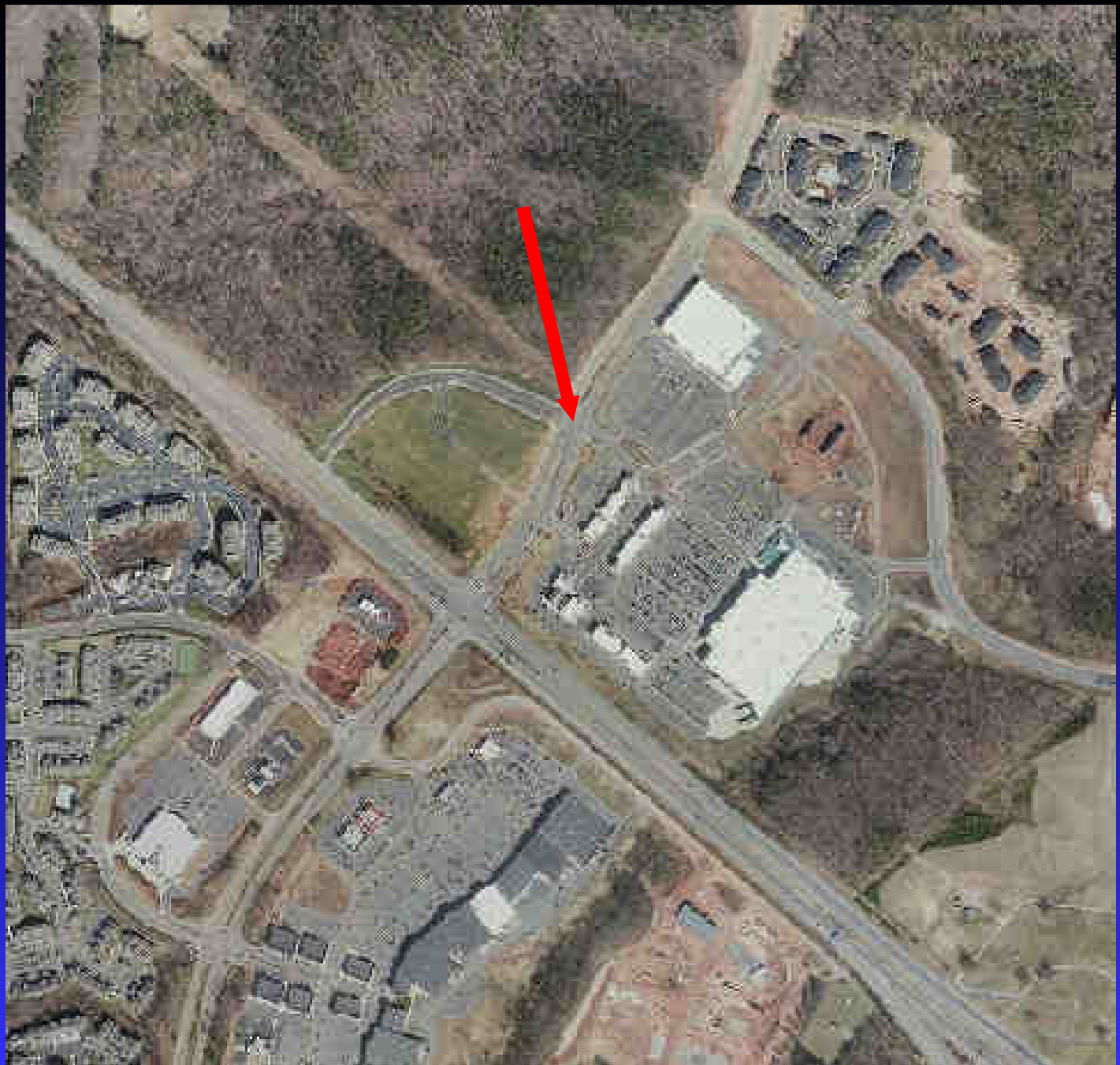


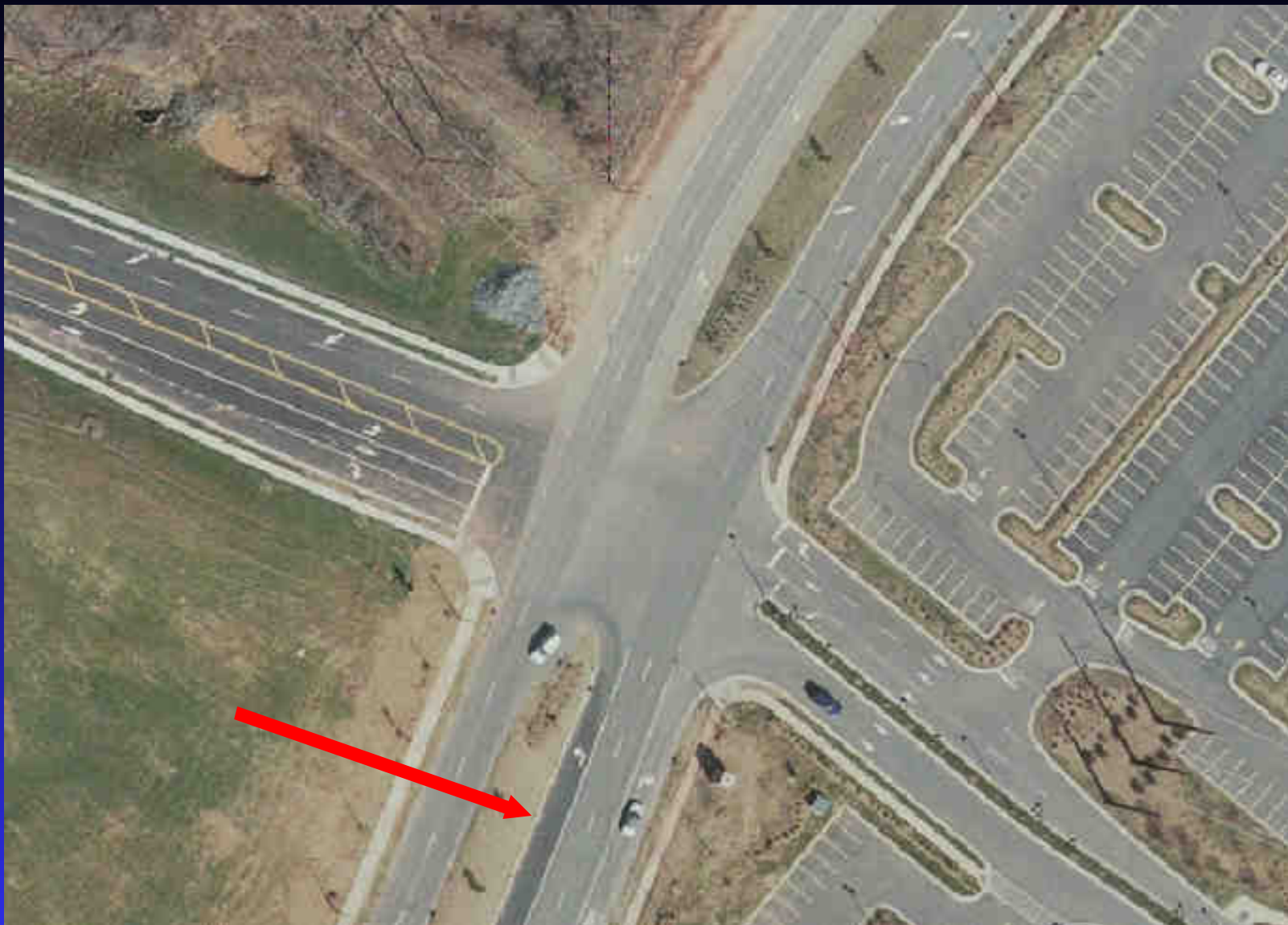












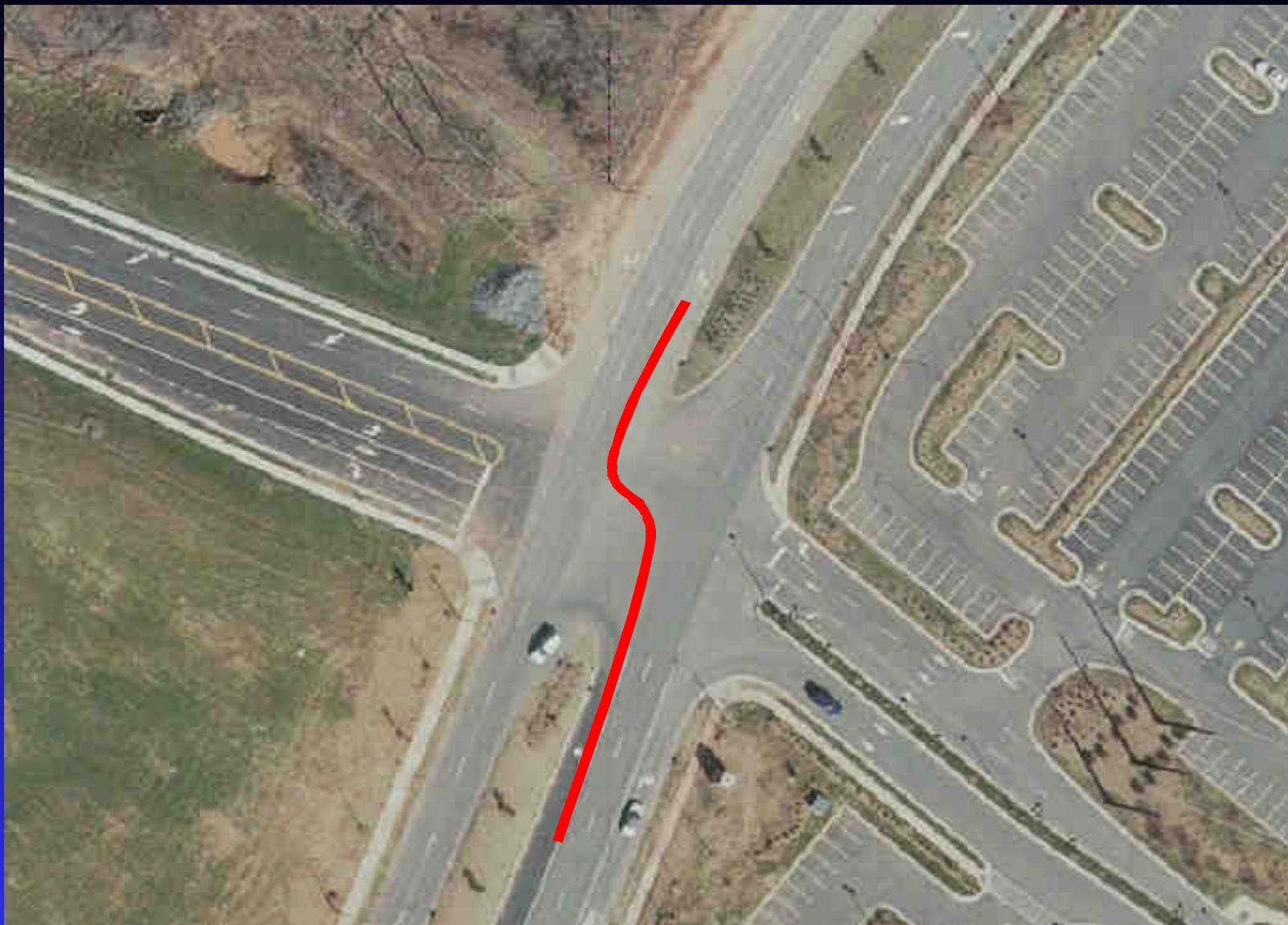














The applicant should be aware that the NCDOT may at any time, when deemed necessary for safety, mobility and efficiency of the roadway, modify, remove, or relocate any access point, and may redesign the roadway including any medians, auxiliary lanes and turning movement restrictions.

If the property owner fails to construct driveway and street connections to the satisfaction of the District Engineer, the NCDOT may, upon written notice to the property owner, barricade the connection from further use until necessary corrections are made.

